Times.

FRIDAY, JANUARY 18, 1901 Publication Uffice. THE HUTCHINS BUILDING

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The American Merchant Marine; How to Build It Up. Opposition to the ship subsidy scheme

has so far been centred on two points of attack. First, that the subsidy principle is unsound from an economic standpoint; that it is unconstitutional; that it is paternalism in its worst form; that it is protection pushed to its most pernicious limit, and that, unlike ordinary protection, it leaves no doubt as to who pays the tax. Second, that the particular bill now before Congress is an organized raid on the Treasury in the interest of a powerful combine; that while ostensibly for the upbuilding of the American merchant marine, it is in reality a plan for the people to pay tribute to a shipping syndicate: that its provisions are grossly unjust and discriminating; that enormous bounties would be paid to ships which carry few exports, and that the vessels really engaged in commerce would gain practically nothing by its enactment

While maintaining the justice and correctness of these two propositions, let us admit for the sake of argument that they have been disproven. Let us suppose that subsidies are economically sound. and that the Hanna bill is honestly constructed, with the laudable view of aiding our merchant marine. We are then confronted with the question: Do subsidies build up a country's shipping interests? The barrier of practicality will have to be crossed after the other two obstacles have been disposed of. It is, after all has been said and done, the question in which the people are most deeply interested. They want to know whether, other things being equal, they are going nopoly. to get value received for their money. Men may differ on a question of political economy, and a steal may be so disguised as to pass unnoticed. But there need be no doubt as to the benefits to be received from an outlay which may amount to

There are abundant instances of the operation of ship subsidies and the value derived therefrom. We have tried subsidies in this country, and in Europe there are convincing examples of the inefficacy of the system as a bolster to paralyzed or declining commerce. It is not too broad an assertion to state that they have been found useless except within the most narrow limits, and in one case, that of France, absolutely harmful. The term "narrow limits" is used advisedly. An exception may be claimed in the particular of subsidies for carrying the mails, and there are some who honestly defend the payment has prospered accordingly." of a subvention for the right of a Government to call for the use of certain five millions of dollars expended for take the "prosperity" assertions so ships for auxiliary naval purposes in bou time of war. But outside of these bounds the people obtain no practical results.

hundreds of millions of dollars.

The history of ship subsidy experiments for the broad purpose of building ments for the broad purpose of building up a merchant marine is a story of ignominious failure. Let us first turn to the instances in the United States. In 1850

"The decadence which is menacing us is increasing every day, and if we do not take care it is to be feared that before the formidable class of foreign fleets our merchant may in a very brief time will fall into complete ruin." the old Collins Line was granted eight went into bankruptcy in 1859. Congress which it was formulated. Other nations Brazilian Line. In 1837 the Pacific Mail of success. Italy has of late years desubsidy was put into effect. In spite voted considerable attention to the subof all this American trade continued to ject of improving her merchant marine decline, and the matter was made the The following are the important proin 1869. In the case of the Pacific Mail centimes (15.34 cents) per ton, gross tonthe exports to Japan increased but nage, per 1,000 miles navigated, is grant rapid rate. The subsidy to the Bra- | tered in Italy before 1887, for voyages to tilian Line was found so profitless that and from ports beyond the Suez Canal that South American Republic, the vol- straits are subsidized at two-thirds the ume of trade increasing from seven millions of dollars to fifteen millions. The Venezuelan Red D Line was subsidized under the postal law of 1891. At that exports to Venezuela amounted to \$4,784,956; in 1899 they were \$2,251,634. In addition to the failure of the Pacific Mail subsidy to accomplish any real benefit, it caused one of the most disgraceful scandals that has ever

Probably no European country has experimented as extensively with ship subsidies as France. Since 1865 the marked decline of the French merchant pavy has been the subject of the most profound study. Various schemes were tried, and in 1881 a law was passed granting bounties to the owners and builders of merchant vessels. By its provisions the shiputider was allowed eleven dollars and fifty-right cents for every gross ton of versels constructed, and two dollars and thirty-two cents per ten kilograms of machinery and beilers. To the owners of ships of French construction a bounty of twenty-nine cents per net ton for every one thousand miles sailed for the first year was given. Each succeeding year the bounty was diminished one and four-tenths cents for wood and composite vessels, and one cent for vessels built of iron or steel. turning point in German naval construc-For a year or two this law gave an artificial stimulus to shipbuilding and a number of fine vessels were added to the immediately built to maintain the pres-French fleet. It was seen, however, that the law was not all that was to be de- was determined to give the contracts as sircl, and in 1893 another subsidy law far as possible to German shippards. Biswas passed, increasing the bounty on construction and hasing the bounty to ship owners upon the gross tonnage instead of saw that if Germany was to keep her

tainted our National Legislature.

In spite of this law the steam tonuage 1898, Dissatisfied with the operation of questing the Minister of Commerce to appoint an extra Parliamentary commission | Factories and railroads were built; the

ested in maritime affairs, and to recomdecided in the face of considerable oppothe operation of the law of 1893 was radically changed.

ourt, and M. Bernard, President of the repeatedly said that subsidies will not results have been achieved. build up the French merchant marine. They have pointed out that in the new kind of competition the British and Germans have shown a willingness to equip regular lines of steamers which found their way into French ports and threatened to crowd out the home flag. France meanwhile contented itself with smaller and older ships and inferior facilities for railways were constructed, tunnels was not true. To quote the Marseilles tions with the Continent by a single route proposed measures to relieve the intolerable situation that we describe and yet fort, carefully planned and faithfully extwenty years have elapsed since the projected canal to the Khone was first considered."

The Marseilles Society for the Defence of Commerce also advances the following reason for the decline of the French merchant marine:

chart marine:

"Great Britain has coal and from at lower prices than France, and with it its innumerable shippards and machine shops can produce tonnage on terms with which our builders are incapable of competing. Not only are the ships supplied at lower cost, but they are supplied more promptly. Furthermore Great Britain exports annually thirty million toos of coal and thus gives its outgoing ships a cargo, while with us we are less and less able to furnish an outgoing cargo, although the lowering of freight rates necessitates a constant increase of tonnage."

France has but three large shipbuilding panies virtually combine as to prices, with lish ships is imported from Germany, that figures practically prohibitive. Ship own- a great deal of the wood-working maers find that they can have new ships delivered from England in nine months, that the timber most largely used is pitch while the French yards require twenty. In regard to the price the Marseilles report above quoted says:

"We could cite a ship owner for whom one of our shiphuilders proposed to construct a vessel for two million six hundred thousand trans, wishe English builders offered to construct the same ship for one million six hundred and fifty thousand francs."

M. Bernard said to the parliamentary commission: "By the law of 1893 the French shipbuilders have not only gained both these requirements. So far as the an excessive protection—they have a mo- exports are concerned, one has merely to the building of ships of commerce a mere to employ a Hanna argument against a side profit. Their existence and their Hanna scheme. prosperity depend on orders from the

eral of France at Leipzig, contrasts the own shipping. Prior to 1860 the American facilities of France and Germany for get- merchant marine was second to none in the ting cargoes down to tide water. He shows | world in point of efficiency. Our fast clipthat Germany has organized her lines of railway with such care and has paid such build them more cheaply than other naclose attention to the system of interior tions, and they were faster sailers. Then navigation that German products are more came the revolution owing to the diseasily put on board ship than those of placing of wooden craft by vessels of iron France. He adds: "The Germans have and steel. Great Britain had all her remade navigable the great arteries leading sources developed, and could build the new to the sea. The results have responded to style ships more cheaply than America or the hopes formed. Bremen has become a any other country. American attention port of the first order, and Hamburg the was then devoted to opening up new fields most frequented port of the world. Thanks of industry, and chipping languished for to the development of interior waterways, years. We were surpassed by Great Britraw materials are delivered on such terms | ain as a manufacturing nation, in the prothat competition with foreigners has been duction of articles requiring coal and iron. made possible, and the merchant marine | That per'od has passed. We are now

tion since 1881, what has France gained? The benefits may be summed by We have laid our steel rails on English Charles Roux, who in his able work en- railroads; American engines pull British titled "Notre Marine Marchande" says:

Considerable space has been devoted to hundred and fifty thousand dollars for the French subsidy system because of its twenty-six trips a year. The country thorough trial and its demonstrated inreceived no benefit and the company efficiency to accomplish the objects for tried the subsidy plan in 1866 with the have tried the plan with the same lack subject of a Congressional investigation visions of the last law: A subsidy of 20 slightly, and when the bounty was with- ed for three years to all Italian-built drawn our trade began to grow at a steamers or foreign-built steamers regisit was withdrawn in 1876, and there was and the Straits of Gibraltar. Steamers an immediate gain in the commerce with not passing through the canal or the above rates. The subsidy is reduced ter centimes every three years, and ceases when the steamer is fifteen years old. Construction bountles are also granted on ships built in Italy, with special premiums for boilers and engines made in that country.

Hector de Castro, Consul General to Italy, in his report of July 25, 1899, thus tells how the subsidy business works in Italy:

"In view of the efforts of the Government to encourage Halian shipping, the long scaleard, and the necessity of shipping to the economical life of the country, the results are certainly far from satiractory; and it is particularly remarkable that the tonnage of Italian stranger remain generally so low, while in other countries the tendency has been toward the supplement of larger ships as more economical in working. It is sometimes searched that taxation on the shipping industry is no heavy as to kill small enterprises, which, if unfartered, inplit grows and floarish; but, on the other hand, the Government can point to the large navigation subsidies, which for the past year are estimated to exceed \$579,000. The further and perhaps more correct explanation at the unsatificatory situa-"In view of the efforts of the Government ex-eet paralyses. The influer and perhaps more correct explanation at the mostificatory situation is that the bulk of the subsidies are paid to two or three companies, which by constant, favor have established a sort of shipping mospoply and successfully use their influence to crush all possible rivals."

Germany has experienced a remarkable revival of her shipping industry in the last thirty years, and some may seek to ascribe this growth to subsidies. The tion came about 1870, when it was thought necessary that an armored fleet should be tige of the newly consolidated Empire. In marck, with that wonderful foresight and sagacity for which he was famous, also place in the ranks of the nations that she must become a commercial and indus engaged in meeting foreign competition has trial power instead of a merely agriculactually showed a decrease from 1893 to tural country. he also perceived that unless attention was paid to navigation the law of 1893 the Chamber of Deputies | the country would become congested with in December, 1896, passed a resolution re- its own products. Then came a new era for Germany, a commercial renaissance.

for the purpose of hearing everyone inter- great coal and iron regions of Westphalia were developed; and, most important of mend any new methods. The commission all special low rates to the senboard were was composed of statesmen, ship owners, granted on all Prussian railroads for all stituted to present a blased report. After scheme was tried and it was successful, being in session for nearly two years it for it was operated only within the "narrow limits" before referred to. There sition to keep up the subsidies, although was no thought of developing a great merchant marine by this methol. The purpose of the plan was to enable certain Such eminent French maritime authori- steamship companies to secure mail conles as Charles Roux, the Marquis d'Heri-, tracts and to develop a fast passenger service. One need only point to the great Compagnic Nantaise de Navigation, have ocean greyhounds of today to see what

In 1881 the imperial Government entered into a convention with the North German Lloyd Steamship Company by which the latter bound itself to establish certain lines of steamships. Since then the convention has been greatly enlarged, and it cannot be denied that Germany's export trade has been greatly benefited. But the Government knew what it was getting handling cargoes. In Europe generally The conditions were stipulated in the convention renewed in 1888 comprising forpierced, and cause described a li with a view in-four articles. There was no granting to increasing business, but in France this of subsidies without an equivalent in right, and the whole amount paid in Chamber of Commerce: "We have rela- bounties would not equal one-third of what will be expended under the Hannaof communication—the Paris, Lyons and Frye-Payne scheme after it has been in Mediterranean Railway." It adds: "The operation five years. The success of Ger-Government at two different periods has many's navigation policy shows what can be accomplished by honest, intelligent efecuted. It shows also that a nation must have products to export, and that fair rates to the seaboard must be granted to enable commerce to be profitable.

We now turn to Great Britain, whose shipping tonnage is greater than that of the whole world combined. We find no "policy" employed to increase commerce. The subsidies granted are trivial in comparison with the keels affoat. The bounties paid in 1900 are estimated by Consul General Osborne at three million eight hundred and fifteen thousand six hundred and three dollars for postal subsidies, and two hundred and forty-three thousand three hundred and twenty-five dollars for the right to use certain ships as armed concerns, although a fourth has just been cruisers in time of war. Mr. Osborne also organized. It is freely said that the com- says some of the steel for building Engchinery comes from the United States, and pine from our Southern States.

The above review has shown, we believe, that subsidies are powerless to build up a merchant marine. If not subsidies, then what? Germany and Great Britain afford a composite answer. First, a country must have exports to send to other countries. Second, a country must be able to build ships cheaply.

America is now abundantly able to fulfill The truth is, our builders see in point to the record of the last few years-

The second point requires more exhaustive treatment, and we shall be com-The Marquis d'Hericourt, Consul Gen- pelled to review briefly the history of our pers practically ruled the seas. We could able to undersell the English manufac-In return for approximately seventy- turers along innumerable lines, if we reely made during the last campaign trains, and those trains run over steel bridges that are marvels of American construction and American engineering. English manufacturers are reported to be panic-stricken at the state of affairs, and that eminent economist, M. Leroy-Beaulieu, has even proposed a European trade combine to shut out American com

petition. obtained in vast quantities. American labor is the cheapest in the world. It is the cheapest because more work is done for the wages received. The American workman toils with his brain as well as his hands, and England has repeatedly bemoaned the fact that trades unionism has brought the British workman far below the level of the American laborer There is no "on time" or "on piece work in the English sense, and the American manufacturer of today has no cause to envy his English rival in the matter of labor.

Under the showing made by the very idvocates of the Ship Subsidy bill, when they were trying to elect their candidate for President, we are forced to instathat we can build ships as cheaply as any nation in the world. A few weeks ago a Glargow despatch announced that a shipbuilding firm at that Scotch port would order its steel from this coun try, because it was cheaper. As for the wood, it has already been shown that England imports most of her timber

from this country. At present America is the natural home of shipbuilding; it is the best source for the supplies for shipbuilding and of products for commerce. It has now all the advantages in the construction of steel ships which it formerly had in building the fast clippers. A bounty to build up our merchant marine is at this time uncalled for, as it is in the very period in our industrial and commercial history when it is least

The Hon. Matthew Stanley Quay, having been duly crowned Queen of the May, our Washington winter will proceed to make up for lost time.

The Leland Stanford, Jr., University was founded by Senator Stanford in mem ary of his son. It is now being foundered by Mrs. Stanford in memory of her husband.

Not a Sectional Passion.

(From the Hartford Coorant.)
This time it is in Kansas, the State wins name was written on the hearts of all the old rusaders against negro slavery, that a negro ian been burned alive by a mob. We have earned many things since Mrs. Stowe told of the charred stump on the Legree plantation, and one is that these exceptional outbreaks of savages South or North, once those primitive human passions, furious anger, and the last of vengeance, break whelly away from the control of reason and of habitual respect for the law, the end of the story is likely to be much the same.

CAPITOL NOTES AND GOSSIP.

Mr. McComns and the Boers,-Friends of the Administration and friends ship builders, managers of large steam- raw and finished materials intended for of Senster McComas were holding their ship lines, and was thus admirably con- the construction of ships. The subsidy breath for a few minutes yesterday afternoon during the debate on the Army Reorganization bill. It seemed for a moment as if the Senator from Maryland, so long a stanch Administration supporter, was about to come out flat-footed in favor of the Boers, and against the British. This of Nicaragua with its great and imfrom Senator McComas was at least surprising, or rather would have been had it

turned out as it at first promised.

In discussing the provisions of the Army Reorganization bill, the Senator was enlaiging upon the advantage of practical experience over a bureaucratic training. He warmed quite enthusiastically to his bject, and seemed to put his whole soul into it, when he exclaimed. "Look at the Boers—a down-trodden nation of farmers and cattle drivers. For the past year they have sturdily and stanchly defied the very best army that the British could put into the field.

"I was merely making the point," said the Senator, later in the lobby. "that all the training that the British army officers had did not give them a bit of advantage over the untrained Boers, who have behind them experience, which after all, is the real thing. It must be borne in mind also that the British army was thoroughly reorganized a decade or so ago, in exactly the same way that we are meditating re-organizing ours. I was merely making a plea for our volunteers, who can get experience, as against the bureau trained line officer who needs just as much ex-perience to make him useful, and whose previous training does not stand meterial-ly to his advantage. I am not, however, a champion of the Boer, or an antagonist of the Briton.

his committee room engaged with his mail and his correspondence by 5 o'clock in the morning. Though Senator Davis was the earliest comer. Senator Teller pressed him very closely. Senator Teller formed the habit of giving early attention to his public duties when he was Secretary of the Interior under President Arthur. Often his day began at 5 o'clock in the norning and continued without intermission except for lunch until sundown. Peo-ple in the Capitol who ask for the Sen-ator from Colorado at any time between 5 o'clock and 12 will nearly always find He always arrives by 10 o'clock,

The Late Ex-Governor Mount .time, been the closest friends.

press on further in what he had under-taken. Personal comfort was not a con-sideration with him. He had his ideal of a transfer of almost a majority of the duty, and tried to live up to it. His po-litical life was made up of this kind of personnl sacrifice, and it could never be said of him that he deserted a friend or and stood by him while day after day he expended what was best in him on the stump and platform. He rose from the ranks, and by his own labor and his own hands. He hired a farm in Indiana when that passage. he was a young fellow, and worked it so successfully that later he was able to buy it. Then he bought the adjacent farms, service in the war, but was essen-a practical agriculturist, and it tially a practical agriculturist, and it was in that line that he did by far his best service.

A Gift to Harrison,-Several Repre linnesots in a reminiscent mood.

We were therefore natural protectionists. and desired to present our claims to rec-ognition substantially to the prospective eral others in a large delegation. I traveled to Harrison's town, and we carried with us a great billet of Minnesota iron ore, measuring about 2x3x5, and weighing nearly a ton. It took the whole dele-gation to lift it, but we carried it into Harrison's yard and dumped it down, using it as a stump from which to make our congratulatory speeches. I shall never have heard that it is there yet.'

Our Pledges to Cuba (From the Chicago Times-Herald.)

Plainly, we cannot now recant and blackgue er oppordam idols. Having set them on, we must ntime the worship at least to the extent of ceping our own word. The ways are devious enough in these stirring times without a brazen repudiation of a sacred engagement.

Such, too, is the opinion of the United States of receiving the requisite two-thirds, alradition case is based in part upon the Conry and being a foreign country, we have no right to interfere in her domestic policies. The Government, we have no doubt, will mark the uil significance of the court's pronounthe status of the island.

Colonies Not Necessary.

(From the Indianapolis News.)
According to statistical abstracts publishe Treasury, the British colonies last According to statistical abstracts published her Treasury, the British colonies last year to sible a market for British products to the size of over \$500,000,000. But \$200,000,000 is seen to British Iodia. leaving only absorbed to the volonies, pute and simplest our Treasury figures also show that in tune time we sent to the British colonies meaning to the value of \$1,000,000. That is 1, without coming the colonies and being at the pense for them, we had half as big a tradit them as Great Britain had. Certainly the cure show that it is not necessary to own.

(From the Indianapolia Proc.)

Knit together by the racial instinct, the hinese people have either absorbed or thrown if every foreign influence they leave come in outset with and resisted every internal dis ontegrating force since their written history be-gan, something more than three thousand years co, and they remain today essentially the same ciple they were then. And the leading more f China today firmly believe that they will be the same people some centuries after Occidental civilization has gone the way of the civilizaone of Egypt, Rabylon, Greece, and Rome

Disrated. (From the Chiesgo Chronicle.) Mrs. Stanford's action in forcing the dism f Prof. Howard for his views upon certain send economic questions definitely ends the filmes of Stanford University. Henceforth economic questions definite ess of Stanford University.

AMERICA'S DUTY TO AMERICANS

The Very Positive Views of the Hon. George F. Edmunds.

(From Harper's Weekly.) I am very sorry that the new treaty which the Senate has just amended, and the American Senate by Mr. Morgan, in ratified with amendments, should have been negotiated at all. What the United States urgently need, and I hope strongly desire, is a canal across the Isthmus portant fresh-water lake so necessary to recent editorial on the subject in a leadsea-going shipping. They need, and naturally desire, that such a canal shall be practically a constwise route between our Atlantic and Pacific scaboards and that it shall be a great factor in assisting the development and promoting the welfare of all the Central American States, and indeed all the States on the east and west coasts of the continent.

To achieve these objects it is essential in the present empition of the world cont the control of such canal should rest with the United States and with the States through which it passes. That control should not be inconsistent with the greatest practical freedom of uni-

have meant when it was concluded in guished Americans fully allow, reasonable, 1850, does not now stand in the way of the canal being built and operated by the United States with the concurrence of the Republic of Nicaragua and possibly of Costa Rica. The Clayton-Bulwer Treaty had not been three years in existence be Early Comers at the Capitol .- fore the parties to it radically differed as Those who are used to lingering around to its meaning in the important respects, the corridors of the Capitol during the and in one respect it was, with the conearly hours of the morning, since the currence of the President of the United death of Senator Davis of Minnesota, have States, made to mean an entirely different found themselves missing one familiar thing to that which its language plainly face and one familiar footfall. The sound imported. All this from the note of the of Senator Davis' broad-toed shoes used British Minister in the exchange of ratifito be almost the first to wake the echoes cations and the assent of our then Secreof the marble passages each morning. It tary of State. Thus in effect attempting was rarely that any one of the Senators to produce a different treaty to that which beat him to his post. As a rule he was in the Senate had ratified. the Senate had ratified.

This was, of course, entirely in contravention of the Constitution, and if practiced would leave the treaty-making power almost as completely in the hands of the President of the United States alor as it is in the hands of the Queen of Great Britain.

Great Britain proceeded, in spite of the treaty, to extend her power and increase her possessions in Central America. A great and chief object of the treaty was him in the room of the Committee on Private Land Claims. Senator Nelson of to provide for the immediate construction of the matter of appearing early at the pected that promoters and capitalists who were entering into the scheme would carry it out, but nothing was done and time ran on until the Suez Canal was Senator Fairbanks was visibly affected completed in 1869 and the substantial and yesterday by the death of ex-Governor really actual control of it passed into Mount, of Indiana. They had, for a long the hands of Great Britain in 1875. She had, as diplomatic correspondence shows, Senator Fairbanks spoke slowly and endeavored to prevent the construction earnestly yesterday as he referred to his of the Suez Canal until stipulations friend's death. "He was a worker, a should be made securing its neutrality for faithful worker," said he, "a man who her benefit, and then, it having been built, never gave up when he felt it his duty to she immediately became its chief owner

plain of this action on the part of Great unturned wher he could serve them. I her interests in the East are so enormous have been with him in many a campaign. any other nation that it is indispensable to her safety in both a commercial and military sense that she should control

In view of the conduct of Great Britain and her contentions as to the meaning of and so built up his fortune. He had seen the Clayton-Bulwer Treaty, Mr. Frelinghuysen, about 1880, when Secretary of State to President Arthur, distinctly set forth in official correspondence on the subject the conclusion of the then Administration that the canal clauses of the entatives had been conversing about the Clayton-Bulwer Treaty had become exdeath of ex-Governor Mount yesterday, tinct. Following this, in 1885 or 1884, and it left Representative Page Morris of President Arthur, without, I think, asking the assent of Her Majesty's Govern-"I have never been in Indiana but ment, negotiated a treaty with the Re-once," he said, "and that was reveral public of Nicaragua, providing for the years ago, just previous to the election of President Harrison. There had been construction of the canal by the United States and its operation by the United States, and the development of them fromsed immense things for the community, securing the rights of Nicaragua and other Central and North and South American States, and leaving the future to deew head of the Government. With sev- termine, when occasion should arise, how

The treaty was sent to the Senate for ratification. It was thoroughly and exhaustively discussed from time to time until January or February, 1885. The injunction of secrecy having been taken off. orget the surprise which was on Harri-ion's face when we made our appearance with our gift. We left it with him, and under existing conditions, were in any way under existing conditions, were in any way restrained in taking action by the terms of the Clayton-Bulwer Treaty. There was, however, good reason to believe that had vote been reached a very few months earlier than it was the treaty would have been ratified by at least a three-fourths

majority. About February, 1885, the question of ratification came to a vote, when it failed though a change of torce or four votes would have ratified it. There was still reason to suppose that further consideration would result in ratification. The vote was accordingly reconsidered and the subject left open for further action by the Senate, but upon the inauguration of President Cleveland the treaty was withdrawn by the President for further consideration and was not again sent to the Senate.

During all this period of negotiation and discussion of the treaty there was not, so far as I ever heard, any objection raised in respect to the honorable right of the United States to treat the Clayton Bulwer Treaty as no longer of binding force

Since the withdrawal of the treaty with Nicaragua by President Cleveland, Congress has repeatedly attempted to act, but by a combination of adverse influences and interests such action has been so far delayed. The half century that has passed sin-

the Clayton-Bulwer Treaty was con Juded has so changed the situation in the circumstances of the great 'evelopment of our Western coast and cities, and in our increasing trade with what may now be called the Occident ra her than the Or ent and the possession by Her Majesty's Government of Egypt and of the Suez Canal. hat there is no just ground, it seems to me, for hesitation in regard to the imnediate duly of the United States in aranging with Nicaragua and Costa Rica or the construction of the canal absolutely free from any obligations to other ountries other than those that from time o time shall commend themselves to our sense of international good neighborhood

MR, MORGAN TOO HASTY,

English Opinion Regarding Early Action on the Canal Bill.

LONDON, Jan. 18 .- The "Times," in an editorial on the resolution introduced in connection with the Clayton-Bulwer Treaty, observes with gratification that the crudeness of Senator Morgan's methods seems to have startled his own suping New York paper, saying that the proposal to proceed with the Hepburn bill was outrageous, and an offence to diplo-

was outrageous, and an offence to diplo-matic proprieties.

Einewhere the "Times" quotes approv-ingly from the report of the Boston Cham-ber of Commerce, which it regards as showing that the Government is not to be showing that the Government is not to be misunderstood or condemned by the intelligent commercial opinion of the United States in adhering to the action the Times' has arrendy expressed and now reaffirms, namely, that she will not assent to the Senate amendments or accept the Hay-Pauncefote Treaty, but will uphold her rights under the Clayton-Bulwer Treaty.

versal trade through it on equal terms to all friendly countries.

It appears to me to be clear that the Clayton-Bulwer Treaty, whatever it may adds, has been consistent and as distinfriendly, and even generou

PROTECTION IN AUSTRALIA.

The Tariff Not to Be Prohibitive, as Revenue Is Needed.

SYDNEY, N. S. W., Jan. 17 .- Mr. Barton, Prime Minister of the Australian Commonwealth, in a speech at Maltland today, detailed the policy of the Federal Ministry regarding the tariff. He sald the policy would be protective, but not prohibitive, because it must be revenue ducing. It would aim to give Australia a tariff that would produce a revenue. Free trade, under the constitution, was prac-tically impossible, but there would be in-terstate free trade. It would be necessary o give the most serious consideration to question of making a preferential tariff for British goods before finally de

APPROVES ROSEBERY'S SPEECH. Chamberlain on Education as an Aid

to British Industry. LONDON, Jan. 17.-In an address to the governors of the New Birmingham University today Colonial Secretary Chambertain referred approvingly to Lord Rosebery's speech before the Wolver-Carnegie, urging the need in this city of hampton Chamber of Commerce, in which the ex-Prime Minister treated of the trade conditions in Great Britain. Mr. mayor in Chamberlain concurred in Lord Rose-not inclu-bery's statement that the existence of ficiarics. Great Britain as a great commercial nation depended upon scientific training. The country, he said, had fallen behind and had reached a point at which it had be-come a critical question how to maintain its commercial supremacy or even an equality with its rivals.

THE ABYSSINIAN RAILROAD. English Companies May Construct and Control the Line.

LONDON, Jan. 18.-The "Daily Mail" asserts, claiming that the incident has considerable political importance, that he French concessionaires of the Jibutil. Harrar and Addis Abbeba Railway, which, said of him that he deserted a friend or | plain of this action on the part of Great | when completed, will connect the capital adherent in peril, nor that he left a stone | Britain in respect to the Suez Canal, for | of Abyssinia with the Red Sea, have concluded an agreement with three English companies by which the latter will find the money to construct the line and thereby practically control it. kilometres of the road is already nearly completed. The concession was granted in 1894, and it gives the right to conclude the line to the Nile

A NOISELESS AIR TORPEDO. English Experiments With a Swed-

1sh Army Officer's Invention. LONDON, Jan. 18 .- A story is printed here ascribing to Major Unge, of the sale grocer. Swedish Army the invent Its air torpedo, which is discharged from forty years he accumulated a very large a specially constructed cannon. The ina specially constructed cannon. The inthere is no recoil of the gun. The gunners are not endangered. vement is effected by gas flowing out through a turbine, gradually increasing The trials have shown that the range of the gun is nearly four miles.

A CLAIM AGAINST CHINA.

Sinking of the Kow Ching in the War With Japan.

eral and Solicitor General will appear for Great Britain in the matter of arbitration between this country and China of the British claim growing out of the sinking of the steamer Kow Ching during the Chinese-Japanese war, in which Ambassador Choate will not as arbitrator, as anced last August in the House

Mr. Herbert Asquith, formerly Home Secretary, and Mr. Haldane will appear for China. The Kow Ching was chartered by the Chinese Government to carry troops during the war, and was sunk by a Japanese warship. The owners of the steamer sought to recover damages from Japan but failed. They then lodged a claim against China, and this claim is supported by the British Government.

ALL ADVERTISING DECLINED. "The Commoner" to Go to Press Next Tuesday.

LINCOLN, Neb., Jan. 17.-The "C.m. moner," Mr. Bryan's new paper, will go to press next Tuesday. The event is to be made a quasi-social and political function. Prominent Lincoln Democrats have been invited to attend and watch the operations of making up the forms and the turning of the press wheels. As an extra ducement Mr. Bryan has agreed to complete the work of locking up the formand of feeding the first paper into the press. ress, but it will be fixed so that the first number may be worked off by hand.
"Uncle Jake" Wolfe, a veleran Demo-eral, who has just retired from the post-

ion of State Land Commissioner, is to turn the crank. The edition is to be 50,000, and in advertising circles the story is told that Mr. Bryan refused an offer of \$5,000 from a prominent soap manufacturer for the back p. gc. The first number carries no advertising. Mr. Ery-an has received in the neighborhood of two thousand requests from newspapers to exchange, and he said today that he was just that a circular declining, because of the expense, unless for getting up clubs.

Mr. Cleveland and the South

(From the New Orleans Times-Democrat.)
Mr. Cleveland owes two terms of the Prento two factions, his faction of the party being sent of tail to the Republican kite; and it was second peculiventure, Cleveland's breaking-up of the party by allying himself with the Radical magnates of Wall Street, that caused the de-feat of the Democracy in the general elections both of 1896 and 1996.

THE TRIAL OF THE BAILEY.

The Torpedo Boat Expected to Main. tain a Thirty-Knot Gait.

NEWPORT, R. I., Jan. 17.-The torpedo boat Bailey, which last month had such hard work in trying to reach a speed of thirty knots, and finally had to abandon the trials on account of the improper coal supply, again today was sent over the measured mile course in Narragansett Bay with the same object in view. With the boat was brought a new sort of coal from Coal Creek, and it proved very sat-

The naval board, consisting of Capt. R. It. Evans, Commanders R. Henderson, and C. R. Toelker, Lieutenant Commander John R. Edwards, and Naval Constructor W. L. Capps, went on board at an early hour, and the Balley left her dock at the torpedo station for the trial. The object of the trial west o attain a speed of thirly knots over the Government course. which her contract calls for. When last here the smoke from her four stacks com-pletely enveloped her. This time it was pletely enveloped her. This time it was not nearly so dense, and the cosi, hand-picked Pocahontas, did all that was re-quired of it.

The Bailey left the dock shortly after

The Balley left the dock and thy all o'clock and she was kept going over the course until about 3 o'clock. The board then came ashore and about 5 o'clock the Balley left for New London.

o'clock the Balley left for New London, from which place it is understood she will have her two hours' sea run, in which she must keep up a thirty-knot speed, as is required by the Navy Department. It was learned from the board that the trials today were highly satisfactory, and that the best speed was 30.8 knots. The boat ran with little vibration, and her engines ran yers smoothly. She was seen gines ran very smoothly. She was sent over the course six times, and it was not gines ran very smoothly. She was sent over the course six times, and it was not until the last that a speed of thirty knots was reached. The second best was 29.3, and from that down to 28 knots. One or two minor accidents happened, but none of a serious nature. No flame was shown today from the stacks, and on a whole the trial was highly satisfactors.

today from the stacks, and on a whole the trial was highly satisfactory.

The board now has all its speed curve data, and the sea trial will take place on Saturday over a course on Long Island Sound. It is unlikely that the boat can keep up the 30.8 clip for two hours, and the question now is if she can keep up a 30-knot speed for that length of time.

The members of the besides. The members of the board are non-committal on this subject.

CARNEGIE'S PRINCELY GIFT. Donates \$200,000 for a Public Li-

brary at Syracuse, N. Y. SYRACUSE, N. Y., Jan. 17.-In response to an appeal from Mayor McGuire, Andrew Carnegie has agreed to give \$200,000 to the city of Syracuse for a public library. Each year during the five years he has served as head of the city adminan adequate public library. The milliaire philaninropist has informed the mayor in previous years that he could not include Syracuse among his bene-

Again this year the mayor appealed to Mr. Carnegie, and a generous response was received today. The letter expresses a willingness to donate \$250,000 for the heilding of a public library in Syracuse, provided the city will furnish a suitable site and guarantee \$250,000 a year for the site and guarantee \$39,000 a year for the

maintenance of the library.

There is no question but that the city will comply with the requirements, as it is within the power of the board of estimate and apportionment, in conjunction with the common council to secure a proper site by condemnation proceedings. The city officials are enthusiastic over the proposition, and sites and plans are already being discussed. Some action will probably be taken at the next meeting of

SIR FRANCIS SMITH DEAD.

One of Canada's Most Remarkable Men Passes Away.

TORONTO, Ont., Jan. 17.-Sir Francis Smith died here today, at the age of seventy-eight, after suffering two years from gout and rheumatism. He was one of the ost remarkable men in the Dominion. He was born in Armagh, Ireland, came to Canada when a lad, and got employment as a cierk in a general store at \$3 a month. He made most of his opportunities, and before many years was a whole-

buring a successful business career of ion. He was one of the principal projectors of the Canadian Pacific Railway. He was made a Senator in 1871, a mem-ber on 'the Canadian Government in 1882, and was knighted on the Queen's birthday, 1854. After the tragic death of Sir John Thompson, Premier of Canada, in the au-diance chamber of Queen Victoria, at Windsor Castle, Sir Francis was offered and refused the Premiership of Canada.

A DONATION OF \$400,000.

LONDON, Jan. 17.-The Attorney Gen- Syrneuse University Receives a Con-

ditional Anonymous Gift. SYRACUSE, N. Y., Jan. 17 .- Chancellor James R. Day, of Syracuse University. announced today that "A friend" had given \$400,000 to the institution conditional upon a like amount being raised. There is no time limit set, and friends of the university say there are assurances that the other \$100,000 will be pledged within six months. Chancellor Day refused to make known the identity of the "friend," but it is supposed to be John D. Archbold, of the Standard Off Company, president of the board of trustees of the university. The money is to be used to raise the indebtedness of the institution and establish an endowment fund.

TO WASTE NO TIME ON STRIKES.

Affected Mines. WILKESBARRE, Pa., Jan. 17. - The Eric Company, which yesterday took control of the Pennsylvania Coal Company collieries, is not going to waste any time, apparently, in stopping strikes. The miners at the No. 1 colliery struck yesterday. This morning Nos. I and 2 shafts were shut down until further orders. The No. 2

shaft, which has been life for some time, resumed operations today. Superintendent Williams says that four of the mines will be tille part of the time in order that the company may not ex-ceed its tonnage. This will enable the company to break up the small strikes that have been so amorging, and have not been sanctioned by the union, by shutting down the mine where the strike in

The Boutelle Case.

(From the Philadelphia Ledger.)

Congression Boutelle is now a navai captain and a precedent. If his case were a precedent for good it would not matter so much, as well an exceptional case would have little effect on subsequent legislation; but, as it less on the cide of spath though quite proper in itself, there is great reason to expect that it will be manife an open door for many almost in the way of favoritism and the rewarding of incompetent men by giving them undeserved appointments. Congress erred in failing to surround the hill virtually pensioning its homeroble retired member with safeguards against the almost of the favor this granted. (From the Philidelphia Ledger,)

One of the most informate features of this toole fusions in that the majority of the neuros of the Congress of the Inited States have in frightened by the authorate of fanaticism to taking artism which they know to be mose, in that it is advanted to increase the m total of human misery caused by drunkenness.

(From the Boston Transcript.)
Brown by you ever talk in your slee
Town Not that I know of, I have so
alkal in other propers sleep.